

## The Planning Inspectorate

### COMMENTS ON CASE (Online Version)

Please note that comments about this case need to be made within the timetable. This can be found in the notification letter sent by the local planning authority or the start date letter. Comments submitted after the deadline may be considered invalid and returned to sender.

**Appeal Reference: APP/D2320/W/22/3295556**

#### DETAILS OF THE CASE

Appeal Reference

APP/D2320/W/22/3295556

Appeal By

MINISTRY OF JUSTICE

Site Address

Land adjacent to HMP Garth and HMP Wymott  
Leyland  
PR26 8NH  
Grid Ref Easting: 350521  
Grid Ref Northing: 420854

#### SENDER DETAILS

Name

MR STEPHEN TURNER

Address

4 Woodvale  
LEYLAND  
PR26 7LG

#### ABOUT YOUR COMMENTS

In what capacity do you wish to make representations on this case?

- Appellant
- Agent
- Interested Party / Person
- Land Owner
- Rule 6 (6)

What kind of representation are you making?

- Final Comments
- Proof of Evidence
- Statement
- Statement of Common Ground
- Interested Party/Person Correspondence
- Other

## YOUR COMMENTS ON THE CASE

I write to object to the proposed extension to the Wymott and Garth 3rd prison construction.

I have basically 3 reasons for objection

- 1) Impact on the greenbelt and the local flora and fauna
- 2) Impact on the highway during construction and the increase in traffic on a rural road
- 3) Harmful impact that the new development will have both in the short and long term on what is

basically a residential and rural community.

For the sake of clarity I expand on my objections for each section below.

Impact on the greenbelt and the local flora and fauna

The proposal has already been discounted on the basis it encroaches on existing Greenbelt and I see nothing in the revised reports to alter this decision. The local wildlife which has enjoyed the undisturbed peace of this area for many years is diverse and well established, none of the plans seem to take account of this and is detrimental to it and the local communities interactions with it.

All of the established woodlands are to be removed, along with any wildlife relying on it for habitation and any new trees are apparently there for the looks not the needs of said wildlife. The architects plans of course show them fully matured in 15 or more years, in the meantime the area will be denuded of mature trees, unfortunately exacerbated by the local councils policy of chopping down mature trees and not re-planting any. Therefore removal of these trees is a disaster to the local wildlife.

I could find nothing in the plans relating to the local deer population, which is thriving with the help of local understanding. I assume these splendid creatures are to be left to their own devices with their habitat, destroyed in large part and condemned to a death of starvation or catastrophic interaction with local traffic.

Impact on the highway during construction and the increase in traffic on a rural road

None of the local roads are suitable for the heavy and continuous use required of the construction phase of the project. It is not currently possible for two PSV's or HGV's to pass one another except at a crawl. Most of these vehicles are already straddling the white line and encroaching onto the other lane in normal daily use and are dangerously close to footpaths where they exist, wing mirrors for instance often encroach on the already narrow paths. It is for this reason that only essential heavy traffic ventures down Ulnes Walton lane. Traffic calming measures promised but not actually proposed will do nothing to alleviate this issue. The road is currently used by many cyclists, horse riders and in areas where no footpath exists, pedestrians. I see nothing in the proposals on how this is to be managed or following HSE guidance how construction traffic is to be segregated from the public.

If constructed an increase in wide bodied vehicles is to be expected along with it's suggested a doubling of other vehicles on a road system designed for mainly light traffic, with tight bends, poor sighting and no footpaths. The amount of dust, noise and noxious gases that will result will have a deleterious affect on the local community, and again I see no firm proposals on how this could be managed without serious impact.

There is a suggestion that the B5248 Dunkirk Lane could be used for access (and presumably Ridley Lane). This does not seem to have been explored and is still in a residential area, and takes no account of the proposed new housing developments planned. In fact these new residential developments have been ignored and in their own right will add more people driving, cycling, walking and enjoying the local countryside etc which will further exacerbate the difficulties on the local road infrastructure.

I haven't seen an impact assessment of the construction traffic on the local road system, which given the size, weight and numbers involved would be significant over a construction period amounting to several years I assume. Again this needs addressing, writing as a construction professional with many years experience of these impacts, it will be difficult to manage and likely to increase the number of incidents and accidents locally during the construction phase. It should be particularly noted that articulated loads being long and wide will have particular difficulty using the local roads, I have personally never seen one use Ulnes Walton lane for these reasons.

Harmful impact that the new development will have both in the short and long term on what is basically a residential and rural community

I have already touched on the highway impact and the volume of traffic created with attendant dust, fumes, noise. The most likely risks arising are vehicular impacts with local traffic arising during the construction phase, due to the unsuitability of the local road system to cope with very heavy, large construction traffic in the volumes required to construct the works. It cannot be stressed enough that construction traffic will bring huge amounts of HGV's to the area far in excess of the increased numbers

envisaged for daily use once construction is complete.

Once built the increased traffic numbers will increase the current risk, and since this will at times overload the road capacity and create traffic jams this will block crossing pedestrians, causing them to cross within the traffic lines, thus increasing proximity to vehicles and likelihood of impact. Traffic calming whilst slowing traffic down will increase interaction time and likely prevent overtaking completely leading to frustration and therefore increasing the likelihood of an incident, in my opinion based on my experience of these sort of issues.

The major issue is that the road is not suitable for pedestrians, because of the lack of footpath and also no cycle lane due to width restrictions. Therefore though segregation is the best means of stopping impacts between vehicles and all other road users this cannot currently be achieved. It is therefore highly likely that deaths or severe injuries will inevitably result and there appears to be little consideration of this in the plans.

In Summary

The proposed development is going to have a doubling impact on local traffic in the long term and much more in the construction phase (particularly the percentage of HGV's and special loads, cranes etc) on a road infrastructure designed for light rural traffic.

The local wildlife is due to be exterminated by these proposals in large part, due to the need to build on Greenbelt.

Local communities are going to have wildlife removed and increased noise, dust and fumes because of the development once complete. This is going to be exponentially higher during construction. There is a much greater risk of injury and death due to the proposal both during and after construction.

The local public access means to the prison for visitors is not good currently and adding more buses is hardly likely to improve matters given the increase in inmates, whilst increasing the road access issues. For the record I therefore object strongly to these proposals.

**COMMENT DOCUMENTS**

**The documents listed below were uploaded with this form:**

**Relates to Section:** REPRESENTATION  
**Document Description:** Your comments on the appeal.  
**File name:** WG3RDPrison.docx

**PLEASE ENSURE THAT A COPY OF THIS SHEET IS ENCLOSED WHEN POSTING THE ABOVE DOCUMENTS TO US**